

In the Claims:

1-4. (Canceled)

5. (Currently Amended): A method for alerting the pilot of an aircraft to a potential go-around condition comprising the steps of:

monitoring a plurality of parameters indicative of an unstabilized approach;

assigning a risk of go-around value ~~according~~ to each of said parameters;

summing the assigned risk values; and

asserting an alert signal when said summation value—exceeds a predetermined threshold amount, asserting further comprises:

asserting a go-around caution alert signal when said value exceeds a first threshold amount and is less than a second threshold amount; and

asserting a go-around warning signal when said value exceeds said second threshold amount.

6. (Withdrawn): The method of claim 5 wherein said step of monitoring a plurality of parameters includes the step of monitoring a change in a speed of the aircraft.

7. (Withdrawn): The method of claim 5 wherein said step of monitoring a plurality of parameters includes the step of monitoring a runway wind condition.

8. (Withdrawn): The method of claim 5 wherein said step of monitoring a plurality of parameters includes the step of monitoring a flight path angle of the aircraft.

9. (Original): The method of claim 5 wherein said step of monitoring a plurality of parameters includes the step of monitoring a position of the aircraft.

10. (Withdrawn): The method of claim 5 wherein said step of monitoring a plurality of parameters includes the step of monitoring a track of the aircraft.

11. (Original): The method of claim 5 wherein said step of asserting an alert signal comprises the step of commanding an autopilot go-around maneuver.

12. (Canceled):

13. (Currently Amended): A method of alerting the pilot of an aircraft to a potential go-around condition comprising the steps of:

monitoring a plurality of parameters indicative of a runway landing length required;

assigning a risk of runway overrun value ~~based on~~ for each of said plurality of parameters;

summing the assigned risk values; and

asserting an alert signal when said summation ~~risk value~~ exceeds a predetermined threshold value,

wherein the plurality of parameters include runway length,

wherein said step of asserting an alert signal further comprises the steps of:

asserting a go-around caution alert signal when said value exceeds a first threshold amount and is less than a second threshold amount; and

asserting a go-around warning signal when said value exceeds said second threshold amount.

14. (Original): The method of claim 13 wherein said step of monitoring a plurality of parameters includes the step of monitoring a deceleration required to stop the aircraft.

15. (Withdrawn): The method of claim 13 wherein said step of monitoring a plurality of parameters includes the step of monitoring a runway surface condition.

16. (Withdrawn): The method of claim 13 wherein said step of monitoring a plurality of parameters includes the step of monitoring at least one atmospheric condition.

17. (Canceled):

18. (Original): The method of claim 13 wherein said step of asserting an alert signal comprises the step of commanding an autopilot go-around maneuver.

19-59. (Canceled)